

Co-day's Advertisement.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR CHEFOO AND TIENTSIN.

THE Company's Steamship

"KWEIYANG."

Captain Outerbridge, will be despatched as above

on WEDNESDAY, the 8th June, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 4th June, 1898. [694]

Intimations.

DAKIN, CRUICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSIES and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 1st March, 1897. [30]

NOW READY.

A PAMPHLET containing the Series of
Articles by the Telegraph's Special
Correspondent entitled

"HINDRANCES TO THE DEVELOPMENT
OF TRADE IN KWANTUNG
AND KWANGSI."

ALSO

The new TRANSIT PASS RULES, providing for
the sale of goods en route to inland markets.

Price 1/-

"HONGKONG TELEGRAPH"

OFFICE.

No. 6, Pedder's Hill.

Hongkong, 18th March, 1898.



A. S. WATSON & CO.,
LIMITED.

SOLE AGENTS IN HONGKONG, CHINA

AND MANILA FOR

'NESTOR'

SANITARY FLUID.

DISINFECTANT, GERMICIDE,

ANTISEPTIC AND DEODORISER,

NON-POISONOUS,

NON-CORROSIVE,

DOES NOT STAIN.

OPINION OF A LEADING EXPERT.

'NESTOR' FLUID is a powerful Disinfectant

and Germicide, and is a Deodoriser of

the highest order.

A. B. GRIFFITHS, Ph.D., F.R.S.E.,

Member of the Chemical Societies

of Paris and St. Petersburg &c.

Bacteriological and Agricultural Expert.

5 gallon drum \$10.00

5 do 4.25

1 do 2.25

First class 0.50

'APENTA'

The best natural Aseptic Water bottled at

Buda Pest under the direct supervision of the

Royal Hungarian Chemical Institute.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 16th May, 1898. [5]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor," and not to the Manager of the paper.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting the public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this paper to the Manager, not later than Three o'clock on the day preceding the publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be learnt on application.

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When we asked the learned Q.C. whether he was of the same opinion still he came out with a most emphatic "no." In the first place because the idea then was to substitute the Sanitary Board officers for the contractor, not merely for the purpose of ensuring greater cleanliness and order in the supply of meat, but also and mainly, to reduce the cost of meat to the public by doing the slaughtering for actual cost price and so doing away with the contractor's very handsome profits. The idea now is to bag those profits for the benefit of the Treasury and so to increase the Colonial revenue and thereby add a few dollars more to the amount of the military contribution. If the acquisition by the Treasury of this additional income from the profits of the Slaughter House would in any way benefit the public by contributing to a reduction of taxation in any other direction, there might be something in it, but a Crown Colony Government never reduces taxation. It is opposed to its principles to do so.

In the second place when the question of taking over the Slaughter Houses was first mooted and approved of, the Sanitary Board was a popular institution with six unofficial to four official members. It was administered with a view to the public benefit. Now it is a purely Government Department like any other of the public departments, and everything will therefore be managed solely in the interests of the Government, to please the Governor and Colonial Secretary and to gain credit with the Colonial office, the interests of the public being wholly disregarded. For these reasons Mr. FRANCIS no longer approves of the transfer of the Slaughter Houses to the Sanitary Board. If its officers do their duty and look, strictly and with a single eye, after the contractor, and compel the complete observance by him of the terms of his contract and of the Rules, the slaughtering of cattle, sheep and pigs can be carried out just as satisfactorily by the contractor as it will be by Chinese butchers in the direct pay of the Board. Chinese will have to do the work either way. So nothing will be gained by the change in that direction. If the Sanitary Board is to charge as much for the work it does as the contractor now charges and make as large profits, there is no gain in that direction either.

The Sanitary Board had better go slow and make no changes. Sir HENRY BLAKE is bringing a new constitution in his pocket for it.

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H.M.S. *Daphne* is still at Pagoda anchorage. The French cruiser *Jean Bart* is also there.

THE COACHMAN.—"I'm going to leave, sir; I can't stand the missus." "Is she too strict, then?" "Yes, she keeps forgetting as I can leave at any time, and worries me about it as though I was you."

PROGRESS seems to be the order of the day in Hongkong, says *Indian Engineering*. Altogether there is an air of steady progress which augurs well for the future development of the Colony—a progress all the more satisfactory to those who look forward to benefit personally from the growing importance of this already important Colony.

CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

The first general meeting of the above company was held at 11.30 a.m. to-day at the offices, No. 9 Praya Central.

Mr. Shewan presided and there were also present Messrs. J. S. Van Buren, J. H. Lewis, Bhaba and C. A. Jones (directors), G. Murray Murray, B. H. Wicking, Playfair, Fung W. Chuen, C. E. Ewens, A. H. Hewitt, F. M. Guiterres and J. H. V. Jorgy.

The Chairman said:—Gentlemen, this meeting has been called in accordance with the Companies Ordinance which requires that every company registered under those ordinances shall call a meeting within four months from its date of registration. This Company was registered on 15th February last and for the little time it has been at work has been able to say made good progress and has answered all the anticipations of its promoters. Our main object is to encourage provident habits among people of moderate means, by enabling them with our assistance to become owners of the houses they live in. I need not go into the system here as the pamphlets and tables we are compiling will explain this in detail. It is enough to say that it has been most successful at home. The companies engaged in such business at home have paid good dividends besides having succeeded in giving many persons the satisfaction of living in their own homes. For little more expenditure than if they had rented the house in a usual way. I do not pretend that the sole object of this company is philanthropic; our aim is to make money for our shareholders like any other business undertaking, but I do claim that this company should prove a boon to people whose means do not permit them to provide the necessary cash all at once for buying a house, but who at the same time are paying their landlord a rent much beyond the true value of the house they occupy and which, if utilized in the way we advocate would enable them to own the house itself. Take the case of one of our clients, he was paying £10 per month for the house he lived in, he now pays only £6.42 per month but with this difference that he now owns his house, while formerly he might have paid his rent to an elderly and still have had nothing to show for it. As you all know rents have risen and are still rising rapidly, this colony and for a company like ours, carefully conducted, there is, we feel convinced a great future. Our capital is of course far too small for all the business we hope to do, but we preferred to begin in a small way and build up our capital and record as we go along. It takes time for a company to get into all the capital and to commence active operations but I am pleased to say that we have been fortunate in both respects; our capital was quickly subscribed and our business is now all paid up and the bulk has already been lent out in various ways. The process of utilizing the money in loans to bona fide borrowers in real estate is of necessity a slow and painstaking process, but we have not lost sight of the fact that the interest on our capital we have taken advantage of the present tightness of the money market to make short loans on goods in pawn—these etc. at rates of interest ranging from 6 to 12 per cent. We shall of course always give the preference to our provident loans on house property to be repaid by instalments which will always make us a sure return. But there is a good trust and loan business if I may so term it to be done as well if we had more capital. At present we have placed about \$105,000 in provident loans on the instalment plan, and have about \$15,000 more promised, about \$55,000 on mortgage and about \$35,000 in short loans on goods and so forth. Practically we have invested all our capital and must now look around for some means of raising more funds. Our credit is good as our creditors will always have our reserve liability of \$10 per share to fall back on so if we decide to issue debentures in lieu of increasing our capital there should be no difficulty in obtaining what we want. I need hardly point out that by issuing debentures at say 6 per cent, and lending the money again at 8 or 10 per cent, there would be a good profit for the company provided the money could be properly reinvested as of course loss of time means loss of interest. So far we have not lost very much time and we shall endeavour to avoid doing so by borrowing only enough to meet our wants and by promptly investing the money so borrowed. It is only by borrowing and lending in this manner that we can make large profits for the company and of course when our business has increased and the demand can no longer be met by borrowing we must have recourse to a further issue of capital. The other object was to have a letter in the *Chinese Mail* signed "Hard Pushed" on the death of cheap houses for Europeans and it is just persons in the position of the writer of that letter that this company sympathizes with and is anxious to assist. We are not a building company and have no desire or intention to compete with the Land Companies in this Colony but if such persons as "Hard Pushed" could arrange with those companies to build cheap residences they would be very glad to help them in providing the purchase money. You must not forget however that if you have any spare funds for investment we are equally willing to receive it on deposit or in exchange for debentures and notwithstanding the celebrated advice of Polonius we are prepared to "either a lender or borrower be" as I may say just now, Gentlemen, that I think is all I have to say just now, Gentlemen, that the company has started well under favourable auspices and I feel sure in time, as its object and aims become better known and its business increases, it will prove a benefit to the colony in general and in particular will offer special inducements to that section of the community whose incomes are restricted, who in face of a steadily falling exchange have had to accept the inevitable and make up their minds to reside permanently in the Colony and on whom a constant rise in rents presses most heavily.

The Chairman in conclusion said he desired on behalf of his colleagues and himself to express very deep regret at the sudden death of Mr. Woy How Chuen, who had always taken a very great interest in the society.

No questions were asked by those present and the Chairman after thanking the members for their attendance declared the meeting closed.

THE GYMKHANA.

The following is the prospectus of the third Gymkhana Meeting, 1898 Season, to be held on the 18th inst.:

1.—4.00 p.m. HALF MILE RACE.—For China ponies. Weight as per scale. Winners of any flat race, once 5 lbs; twice, 10 lbs; three times or oftener, 14 lbs extra. Entrance, \$3. 1st Prize, \$50; 2nd, \$20; 3rd, \$10.

CHARTER RACE.—For Asiatic Soldiers. To start at the Winning Post with a chain full of water on the head and run round a post 50 yards off and in. First in with the most water in the chain to win. Up to five to decide how far the loss of water is to disqualify a winner. Chain will be provided. Post entries free. 1st Prize, \$5; 2nd, \$3; 3rd, \$2. This race will be run on the inside course during the interval between Half Mile and Steeplechase.

2.—4.30 p.m. STEEPLCHASE.—Over the Steeplechase Course; Weight as per scale with 10 lbs added. Winners of jump races at this year's Gymkhana; once 5 lbs; twice or oftener, 10 lbs extra. Entrance, \$3. 1st Prize, \$50; 2nd, \$20; 3rd, \$10.

RICKSHAW RACE.—For British Soldiers and Soldiers. The Rickshaw to be drawn by a competitor and to ply for fare between the Winning Post and a post 100 yards up the inside Course. The fare to be half rickshaw and jump in. Fares to be in costume. The Rickshaws will then line up at the 100 yards Post and race in. First in with best costume to win. A certain number of points will be given for costume. Competitors to supply their own Rickshaws. Post entries free. 1st Prize, \$10; 2nd, \$5; 3rd, \$3; 4th, \$2. This Race will be run immediately after the Steeplechase.

3.—5.00 p.m. POLO PONY SCURRY, 3 FURLONGS.—For bona fide China Polo Ponies, catchweights over 1st 7 lbs. Previous winners of Polo Pony events at this season's Gymkhana excluded. Entrance, \$1. 1st Prize, \$40; 2nd, \$20; 3rd, \$10.

4.—5.10 p.m. LADIES' NOMINATION EVENT.—The nominees will start at the Winning Post dismounted, and on the word "Go" will mount and ride to a Post 100 yards off, pick up a plate (supplied by Gymkhana) ride back to nominator who will place 6 oranges in the plate (oranges supplied). Nominees will then ride round the Post 100 yards off, keeping it on the left, and in. First in with the most oranges in the plate to win. No oranges to be lost or damaged, and the loss of oranges to be allowed for by the judges. The oranges must be intact as provided. Entrance, \$1. 1st Prize, presented by Commodore Holland, R.N.

5.—5.45 p.m. MILE AND QUARTER HANDICAP.—For all China ponies. Entrance, \$3. If left to start 2 p.m. on Wednesday, 15th June, 1898, \$3 extra. 1st Prize, presented by H. N. Mody, Esq.; 2nd, \$25; 3rd, \$10.

6.—6.15 p.m. TEST PROGRESS.—Three runs will be allowed. 3 points for a carry, 2 for a draw 1 for a touch. 9 points will be given for pure Entrance, \$1. 1st Prize, presented by H.E. Major-General Wilson Black, C.B.; 2nd, \$10; 3rd, \$5; 4th, \$3.

ATHLETIC SPORTS.

At PAGODA, 27th May, 1898.

It was in glorious weather that H.M. Ship *Daphne* held their Annual Athletic Sports yesterday 26th May on the Pagoda ground. The ground was dived with flags and tents which according to the visitors' version was quite a success and did great credit indeed to the Committee for the way in which they worked. During the events Messrs. Bell, Tonty and Price were acting as referees and men in cash which caused a great amount of sport and laughter especially from the children who got so near to the man in the cash that they could hit him. After the sports were over Mr. Galloway kindly distributed the prizes. The results of the events are as follows:

2.00 p.m. 100 yards flat—

1st best, T. Hafferton, H. Jackson.

2nd, A. Sturgeon, S. Vicary.

3rd, G. Moore, F. Davies.

2.15 p.m. Long Jump—

T. Hafferton, 1st prize, \$2.

S. Arcliffe, 2nd, " "

2.45 p.m. 1 mile flat—

A. Sturgeon, 1st prize, \$5.

H. Davies, 2nd, " "

G. Moore, 3rd, " "

2.55 p.m. Throwing Cricket Ball—

H. Davies, 1st prize, \$2.

3.15 p.m. 210 yards flat—

1st best, G. Moore, T. Hafferton, W. Scott.

2nd, A. Sturgeon, G. Middleton, A. Bortman.

3.25 p.m. Egg and Spoon 50 yards flat—

1st prize, A. Sturgeon, \$2.

2nd, J. Frost, " "

3.40 p.m. Officers' Race, 200 yards flat—

1st prize Mr. Church, R.N. Tennis Bat.

Sturgeon was the favourite right through and he won well.

The arrangements were admirably carried out by

Judge H. Taylor, E.R.A.

Starter, Mr. Harcourt, R.N.

Sec. & Treas. A. C. Taylor, Writer.

Committee, E. Gibbon, C.C.M.

" J. Paul, P.O. &c.

" L. Blackwell, Bibb.

It was very flattering to see all our Pagoda friends support us so well by their presence, and for what proved one of the best events of the day viz, the mile race, the handsome prize was generously subscribed for by them.

We were very sorry that our friends at Footchow were not able to come owing to the distance and the idea, as we owe them so much for all the sport, cricket, etc., which has made the *Daphne's* stay at Pagoda a really pleasant time.

Our thanks are also due to the patronage of the Captain and Officers of the French men of war.

TSINGKIANGPU.

(From Our Own Correspondent.)

May 23rd.

HARVEST PROSPECTS.

We are looking and longing for fair weather, having now had about 10 days' rain, off and on; it is a critical time with the wheat. Thus far it has looked promising and hopes were placed high for a good crop this year, and all the more so seeing that the short crop last year has surrounded us with hundreds of starving people. But the Chinese who go by dates and prophecies so much, make a long face and say "we fear a bad crop because it rained on the 1st of the 4th month," which experience has taught them is going to be followed by more rain. This year, alas! proves their prophecy and gives them ground for their worst fears being realized. Sunshine for eight or ten days would see the wheat crop ripe and harvest; but what the future will be we await with fear and trembling.

A "FOREIGN" DRAW-BRIDGE.

across the Canal at this place is being built by order of the Taotai, the contractor being a Chinese and the price about Tls. 3,000. It is more than half done and promises to add greatly to the beauty and usefulness of that part of our town.

AN ACCIDENT.

occurred there some days ago, when something connected with the pile-driver upset and injured three men. One of the men, who was named, was crushed and two out of the three will die, it is said. That lack of exactness, that makes the Celestial differ so much from foreigners, too often indicated by the word *chaphé*, "almost," will yet cause more boilers to blow up and lives to be lost when foreign machinery is more generally introduced. When will these people cease from "knowing it all" and be willing to be taught a little?

BUSINESS IS VERY SLACK.

this spring; boats lie idle weeks without being hired, and they have not been so clear to call in ten years. Many of the rice shops are doing a rushing business and people flock to buy the official rice, as it is called, and pay more for it than they can get it for in the shops. Selling official rice is considered a good deed. Any one is permitted to buy rice and bring it to the place, free of duty and the rice is sold at cost (7) to the individual, the officials having nothing to do with it.

THE RICE IS ONE PRICE.

no eating, and the purchaser buys a rice slip in the front of the store or temple and pays his money, then taking the slip back to the rear he gets his rice, paying 2 cash a *tan* for measuring and 10 cash a *picul* for delivery. From the way prices go to-day, there is more than 100 per cent. difference. The market is devoid of rice, beef is scarce and pork is high. Last year unadvisedly sold for 60 to 70 cash a *catty* now it is 120. Flour 24 to 28 cash, now 42 to 45. Rice 120 to 140 cash, 450 cash a *picul* and so the people lament and eat more bitterness than rice or bread.—N. C. D. News.

NOTANDA.

CALENDAR.

JUNE.

Metereological means based on ten years' observations to 1893.

Barometer 29.87
Thermometer 76.2
Humidity 74.0
Rainfall 15.0

TO-DAY.

WEATHER REPORT.

On date at 6 a.m. On date at 6 p.m.
Barometer 29.50 29.52
Thermometer 70 74
Humidity 72 74
Rainfall 0.30

TO-DAY.

Saturday, 4th June, 1898.

Chinese—16th of 4th moon of 24th year of *Ruoh*.

Jewish—14th Sivan, 5658.

Mohammedan—18th Muharram, 1219.

Sun—Rises 5hr. 31min.

Sets 5hr. 38min.

Moon—Full Moon 5hr. 48min. 6 p.m.

High water—Morning 1hr. 19min.

Afternoon 10hr. 5min.

Low water—Morning 2hr. 58min.

Afternoon 8hr. 38min.

ANNIVERSARIES.

1859—The Austrians defeated by the French at the Battle of Magenta.

1886—Franco-Korean Treaty signed at Seoul.

1887—German schooner *Wilhelm Meyer* burnt in Capt. Harbour.

1894—Death of Capt. Verry from plague.

1897—The West River opened to foreign trade.

TO-MORROW.

Sunday, 5th June, 1898.

(S. Boniface.)

Chinese—17th of 4th moon of 24th year of *Ruoh*.

Jewish—15th Sivan, 5658.

Mohammedan—19th Muharram, 1219.

Sun—Rises 5hr. 31min.

Sets 5hr. 38min.

Moon—Maximum Declination S. 7hr. a.m.

In Full Moon.

High water—Morning 5hr. 30min.

Afternoon 11hr. 1min.

Low water—Morning 3hr. 5min.

Afternoon 4hr. 5min.

ANNIVERSARIES.

1897—Baptism of Elizabeth by Augustine.

1861—Attack on the British Embassy at Tokio.

1875—Departure of the first O. & O. steamer from Hongkong for San Francisco.

1895—Anti-foreign riot at Wanchai Messrs. Argent and Green murdered.

1897—Anglo-Chinese Agreement signed at Peking.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Chapel.—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5 p.m.

Union Church.—Services, 11 a.m. and 6 p.m.

German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis' Church, Wanchai.—Mass (Chia), 6 a.m., (Port) 7.30 a.m., Benediction, 5 p.m.

St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Wesleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Stamen's Church.—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (Caledonia) 6th inst.

American (Galle) 7th inst.

Australian (Mennur) 7th inst.

Tacoma (Columbia) 10th inst.

Canadian (Empress of India) 20th inst.

THE N. P. S. S. Co.'s steamer *Olympia* sailed from Yokohama for Tacoma yesterday, the 31st inst.

THE N. P. S. S. Co.'s steamer *Argyll* arrived at Portland from Hongkong and Japan on the 2nd inst.

WE are informed by the Agent of the Messageries Maritimes Co. that the steamer *Caledonia*, with the next French mail, left Saigon for this port at 1 o'clock this morning, the 4th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Holstein at Kowloon Dock

Isidore Pont " "

Falho " "

Arizona " "

Sanku Maru " "

Tikan Cosmopolitan

Bratmar " "

SWATOW.

Arrivals. from Agents.

June 2 *Haitan* Amoy, J. M. & Co.

2 *Choyang* Shanghai, J. M. & Co.

Departures. for Agents.

June 2 *Yan* Singapore, B. & S.

2 *Haitan* Hongkong, J. M. & Co.

3 *Choyang* Hongkong, J. M. & Co.

IN PORT.—*Chowfa*.

PAKED THE CANAL.

OTTAWA—Oak Branch, April 22; *Vindobona*, *Luzon*, 25; *Portuna*, *Wulrich*, May 3; *Andor*, *Moyet*, *Tanah*, 5th; *Red*, *northern*, *Cava*, *Soria*, 6; *Caledonia*, *Adina*, *Glenocky*, 11; *Darmstadt*, *Irene*, *Shanghai*, *Agat*, *Ataria*, 17; *Benarie*, *Reid*, *Istos*, *Oceanic*, *Pakking*, *Tantalus*, *Rendal*, *Kwang*, *Flag*, 20-21; *Garard*, *C. Toben*, *Glenlyth*, *Diamond*, 24; *Ricconiche*, *Horiba*, *Comets*, *Riddle*, *Lto*, *Mount Siron*, *Samos*, *Socotra*, *Yarrowdale*, 27.

HONGKONG—*Japan*, April 22; *Turbo*, 29; *Borneo*, May 3; *Ophich*, 6; *Elm Branch*, 9; *Garda*, *Dardanus*, *Sunda*, 13; *Bmalder*, 17; *Prins Heinrich*, 24; *Glenkist*, 27.

A LESSON FOR THE WEAK.

Do you see that locomotive engine standing on the side-track? Something has broken down about it. There is not a bit of steam from its valves; it is still and cold as a dead whale on a beach; it can't draw a train; it can't even move itself. Now, tell me, do you believe that any amount of tinkering and hammering at it would make it go? No, it is not. Nothing on earth will make it so except steam in the boiler, and even that won't unless the engine is in order. Everybody knows that, you say. Do they? Then why don't they act on this principle in every case where it applies?

Here is such a case. Writing concerning his wife, a gentleman says: "In the autumn of 1880 my wife fell ill. Her dependence state through long bereavement. Her appetite was poor, and no food, however light, agreed with her. After eating she had pain and tightness at the chest, and a sense of fullness as if swollen around the waist. She was much troubled with flatulency and had pain at the heart and palpitation. At times she was so prostrated that she was confined to her room for days together, and had barely strength to move."

"At first she consulted a doctor at Jersey Hill, but, getting worse, she went to see a physician at Newcastle. The latter gave her some relief, but still she did not get her strength up; and after being under his treatment for six months she discontinued going to him. Better and worse, she continued to suffer for over a year, when the head of Mother Beldge's Curative Syrup. She began taking it, and soon her appetite revived and her food gave her strength. In a short time she was quite a new woman. Since that time (now nearly twelve years ago) I have always kept this medicine in the house, and if any of my family anything a few doses will do us right. Truly, (Beldge's Curative Syrup), Beldge, Esq., Jersey Hill, near Durham, October 25th, 1893."

We call attention especially to those words in Mr. Walker's letter which are printed in italics. You can pick them out at a glance. They show how fully he understands where human strength comes from, that it comes from digested food, and not from any medicine the doctor or any one else can give us. Let us have no mistake or confusion of mind on this important point.

For example, Mrs. Walker was ill with indigestion and dyspepsia. Her symptoms, and how she suffered, her husband tells us. The disease destroyed her power to obtain any strength from food, and Nature suspended her appetite in order that she might not make bad worse by eating what could only ferment in the stomach and fill her blood with the resulting poisons. The only outcome of such a state of things must be pain and weakness—weakness which, continued long enough, would in absolute prostration and certain death.

Well, then, she failed to get up her strength under the treatment of either doctor. Why? Simply because the medicine they gave her—whatever they may have been—did not cure the torpid and inflamed stomach. If they had cured it then she would have got her strength exactly as she afterwards did when she took Beldge's Syrup. But the trouble is this: Medicine that will do this are rare. If the doctors possess them they would use them, and cure people with them, of course. Mother Beldge's is one of these rare and effective medicines. If there is another as good the police has not yet been made acquainted with the fact. But even the Syrup does not impart strength if it is not a so-called "tonic"; there is no such thing. If (the Syrup) cures the disease, drives out the poisons, repairs the machine.

Intimations.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU..... G. E. P. Cook	MARSHALLS, LONDON, and ANTWERP, via SINGAPORE (Transhipping Cargo for JAPAN PORTS) PENANG, COLOMBO and PORT SAID	TUESDAY, 7th June, at 4 P.M.
SANUKI MARU..... W. Townsend	Kobe and YOKOHAMA	WEDNESDAY, 8th June, at 4 P.M.
MIKE MARU..... S. Kawamura	Kobe and YOKOHAMA	THURSDAY, 9th June, at 4 P.M.
SENDAI MARU..... C. Olson	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHENGULFO, NAGASAKI, FUSAN and GINSEAN	FRIDAY, 10th June, at 4 P.M.
YAMAGUCHI MARU..... P. H. Goleg	SEATTLE, WASH., via Kobe and YOKOHAMA	TUESDAY, 14th June, at Noon.
IDZUMI MARU..... R. Nacome	BOMBAY, via SINGAPORE (Transhipping Cargo for JAPAN PORTS) and COLOMBO	TUESDAY, 14th June, at Noon.
KAWACHI MARU..... J. S. Thompson	MARSHALLS, LONDON and ANTWERP, via SINGAPORE (Transhipping Cargo for JAPAN PORTS), PENANG, COLOMBO and PORT SAID	TUESDAY, 21st June, at 4 P.M.
TOKIO MARU..... E. W. Haswell	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 1st July, at 4 P.M.

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A. S. MIHARA, Manager.

Hongkong, 3rd June, 1898.

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Hongkong, 14th May, 1898.

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GLASGOW, NORTH and SOUTH AMERICAN
PORTS.)
THE Company's Steamships.
"ADRIA."
Captain Reuter, will be despatched for the
above Ports on or about 15th June.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
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(Taking Cargo at through rate to AMSTERDAM,
ROTTERDAM, LINDO, COPENHAGEN, LIVERPOOL,
GLASGOW, NORTH and SOUTH AMERICAN
PORTS.)
THE Company's Steamships.
"ADRIA."
Captain Reuter, will be despatched for the
above Ports on or about 15th June.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 23rd May, 1898.Shipping.
STEAMERS.
HAMBURG-AMERICA LINE.
(EAST ASIATIC SERVICE)
FOR LONDON, HAMBURG AND
ANTWERP.
(Taking Cargo at through rate to AMSTERDAM,
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For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 23rd May, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOOCOW.
THE Company's Steamship"HAITAN."
Captain Hall, will be despatched for the
above Ports, TO-MORROW, the 5th instant, at
Daylight.
For Freight or Passage apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong 4th June, 1898.FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship"QUEEN MARGARET."
will be despatched as above on or about
the 5th June, 1898.
To be followed by
S.S. "ST. NINIAN," on or about 19th June,
1898.
S.S. "CRAIG A'DN," on or about 3rd July,
1898.
For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 23rd May, 1898.CHINA NAVIGATION COMPANY,
LIMITED.FOR YOKOHAMA AND KOBE.
THE Company's Steamship"TSINAN."
Captain Ramsay, will be despatched as above
on MONDAY, the 6th June, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 31st May, 1898.

"MOGUL" LINE OF STEAMERS.

FOR YOKOHAMA (DIRECT).
THE Steamship"PATHAN."
Captain Day, will be despatched as above
on MONDAY, the 6th June, at 4 P.M.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 3rd June, 1898.

"SHELL" LINE OF STEAMERS.

FOR HAVRE AND LIVERPOOL.
THE Company's Steamship"VOLUTE."
Captain Carr, will be despatched as above
on MONDAY, the 6th June.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 28th May, 1898.INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Company's Steamship"CHELYDRA."
Captain Davis, will be despatched as above
on THURSDAY, the 9th instant, at 3 P.M.
For Freight or Passage, apply to
JARVINE, MATTHEWSON & Co.,
General Managers.
Hongkong, 3rd June, 1898.EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship"AIRLIE."
Captain Kock, will be despatched for the
above Ports on FRIDAY, the 10th June,
at 4 P.M.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which enables the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.W. & A. Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the CHINA NAVIGATION
COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 23rd May, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship"PYRRHUS."
Captain Bait, will be despatched as above
on SATURDAY, the 11th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st June, 1898.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship"AFRIDI."
will be despatched as above on or about the
20th June.
S.S. "PATHAN".....about 15th July, 1898.
S.S. "MACDUFF".....31st July, 1898.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 23rd May, 1898.

SAILING VESSELS.

FOR SAN FRANCISCO.
THE British Ship"WEST YORK."
W. L. Forster, Master, will load hold for 150
above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 7th March, 1898.FOR SAN FRANCISCO.
THE 100 A British Ship"IMBERHORN."
Later, Master, shortly expected here, will load
for the above port and will have quick
despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 19th March, 1898.

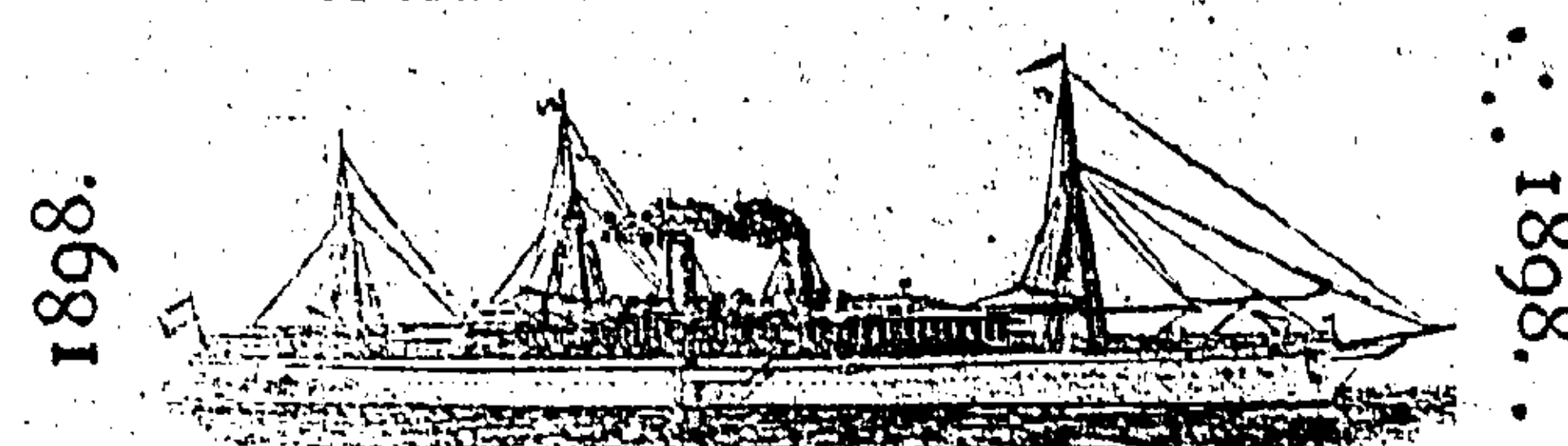
Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PARSIAN GULF, CONTINENTAL AND
AMERICAN PORTS.)
THE Steamship"PARRAMATTA."
Captain C. F. Preston, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 12th
June at Noon, taking Passengers and Cargo
for the above Ports.
Silk and Valuables, all Cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other Cargo
for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's Bills of
Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 23rd May, 1898.NORTHERN PACIFIC
STEAMSHIP COMPANY.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.Arizona 5,305 J. J. Pantion, R.N.R. June 14.
Tacoma 2,519 A. Dixon July 2.
Victoria 3,167 J. J. Truebridge July 9.
Olympia 2,608 T. H. Dabson Aug. 6.ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION
COMPANY.Braemar 3,601 E. Porter June 6.
Mogul 3,654 W. H. Wright June 18.
Columbia 2,505 J. A. Gow July 9.
Braemar 3,601 E. Porter Aug. 13.*Not calling at SHANGHAI. At 6 P.M.
THE attention of Passengers is directed to the
very cheap rates offered by this Line,
HONGKONG TO LONDON 147.
Excellent accommodation. First-class Table.
DOCTOR AND STEWARD'S CARE.
HONGKONG TO NEW YORK 147.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.HONGKONG TO TACOMA 148.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.
Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Portland,
Or. (whichever may be the destination of the
steamer).
Parcels must be sent to this Office (with address
marked in full) by 5 P.M. on the day previous to
sailing.
For further information apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 2nd June, 1898.

NORDDEUTSCHER LLOYD.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANTE,
BLACK SEA AND BALTIC PORTS.ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)Sachsen Wednesday 12th June.
Bayern Wednesday 19th June.
Prinz Heinrich Wednesday 17th Aug.
Darmstadt Wednesday 14th Sept.
Prinzess Wednesday 12th Oct.
Sachsen Wednesday 9th Nov.
Bayern Wednesday 7th Dec.Prinz Heinrich Wednesday 4th Jan. '99.
ON WEDNESDAY, the 2nd day of June,
1898, at 9 A.M., the Company's Steamship
"SACHSEN" Captain H. Soppner, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, calling at NAPLES
and GENOA.Shipping Orders will be granted till Noon on
MONDAY, the 20th June. Cargo and Specie
will be received on board until 5 P.M. on TUESDAY
the 21st June, and Parcels will be received at
the Agency's Office until Noon on TUESDAY, the
21st June. Contents of Packages are required.
No Parcel Receipts will be signed for less than
25 lb and Parcels should not exceed Two Feet
Cubic in Measurement.The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 23rd May, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—3,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. A. Archibald, R.N.R. WEDNESDAY, 8th June, 1898.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th June, 1898.
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 20th July, 1898.THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection
at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN
PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.Passengers booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Militaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddar's Street.

Hongkong, 2nd June, 1898.

OCCIDENTAL & ORIENTAL
STEAMSHIP
COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
AUSTRALIA.THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.PROPOSED SAILINGS FROM HONGKONG.
Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 16th June, at Noon.
Doris (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 5th July, at Noon.
Relief (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 26th July, at Noon.

THE Company's Steamship

"GAELIC,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU on
TUESDAY, the 26th June, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.Passengers who have paid full fare, re-embar-
king at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 25 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.All PARCEL PACKAGES should be marked to
address in full and same will be received at
the Company's Office until five P.M. the day
previous to sailing.Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 28th May, 1898.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S PATENT'S GENUINE
COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c. &c. &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th Mar. 1898.

U. S. MAIL LINE.
PACIFIC MAIL STEAM-
SHIP COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th June, at Noon.
Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 4th Aug. at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO,"
will be despatched for SAN FRANCISCO, via
AMOI, SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU, on TUESDAY, the 7th June, at Noon,
taking Passengers and Freight for
Japan, the United States.